



**Town of Arlington, Massachusetts**  
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## Minutes 11/16/2005

### Capital Planning Committee Meeting Minutes November 16, 2005

In attendance were:

Rob Addelson  
 Steve Andrew \*  
 Fred Fantini  
 John FitzMaurice  
 Charles Foskett, Chairman  
 Nancy Galkowski  
 Ruth Lewis\*  
 Anthony Lionetta  
 Barbara Thornton

Also in attendance was John Sanchez, DPW Director

\* Denotes those not in attendance.

1. **Acceptance of Minutes:** Charlie Foskett called the meeting to order. Minutes of the last meeting were review and accepted.
2. **Pavement Management Program:** The meeting was dedicated to DPW's Pavement Program and a discussion of funds needed to maintain our roadways. John Sanchez made a presentation on the program and the approach taken. The basic message is that we need additional funds to maintain our roadways in good condition.

This past summer, all public Town owned roadways in the Town were visually surveyed to ascertain their pavement condition. Arlington has 95 miles of public roadways and 26 miles of private ways. The pavement survey did not include private ways, nor did it include roadways under state jurisdiction, such as Route 2. Highlighted comments are:

- Our present average Pavement Condition Index (PCI) is 80, which is very good, however this PCI will decline over time, if adequate maintenance / funds are not provided.
- The Pavement Management (PM) system has calculated that a \$1,000,000/yr is needed to maintain an average PCI of 80.
- The Town traditionally funds its roadway maintenance through local appropriations (\$200k) and Chapter 90 money from the State (say \$500K). John Sanchez noted that the Chapter 90 amount was much higher in years past; however over the past few recent years, it has only been around \$400k.
- John Sanchez is recommending an additional \$300k to get funding to the \$1,000,000 level.
- It's important to make improvements to roadways before the pavement degrades too much and the PCI drops too far. A dollars worth of expenditure achieves more in benefit, if applied when a roadway is in the upper portions of the pavement life curve.

3 **General Discussion:** There was a general discussion by the CPC about the program: Pros and Cons, Quality of life issues, Importance of having good roads, Balancing these needs against other needs and so on. The possible use of State TIP funds to improve eligible roadways was discussed, such as the upcoming Mass Avenue Project and the ongoing Summer Street Project. Questions were raised if a lower PCI would be okay and what the funding level would be for that level. (Say 70 or 75 instead of 80) The CPC was reminded that if a Project's cost is "X", it does not mean all of "X" is goes to pavement. The Project may include sidewalks, traffic

signals and so on.

**4 Funding Strategies:** The CPC debated funding strategies. Questions were raised on the affects of TIP funding and W/S enterprise related pavement repairs on the program's required funding level. Basically, all funding should be included in making up the \$1,000,000 funding level.

John Sanchez was asked to perform a sensitivity analysis. This would consist of taking Summer Street, Forest Street and Mass Ave out of the program. The CPC will complete its deliberations on this matter after it receives this information. (say first week in Dec)

**5. Next Meeting:** Next CPC meeting is 11/21.

**6 Adjournment:** Meeting was adjourned.